



**OREGON HOUSE OF REPRESENTATIVES
SPEAKER OF THE HOUSE**

To: Chief Clerk Sekerak
From: House Speaker Tina Kotek
Date: June 24, 2021
Subject: Vote Explanation for House Bill 3055

House Bill 3055, among other things, creates a funding path to both enact regional congestion management and to fully realize the project improvements identified in House Bill 2017 (2017). This is a reasonable goal. However, I decided to vote no after careful consideration of the policy.

I worked with local government and environmental partners to improve HB 3055 by pursuing a complementary bill that did not pass this session. The engrossed version of this bill adopts many provisions from my efforts. Those improvements include: certainty for multimodal investments on tolled corridors to ensure choice is a component of any congestion management plan; a statutory preference for variable-rate tolling to truly manage demand when tolling is enacted; a requirement to establish differential rates for low-income drivers; and diversion mitigation investments to protect local routes.

I decided to vote no on this legislation for two reasons:

- First, it does not include a requirement for ODOT to “right-size” projects as found in section 35(3) of the -12 amendment to HB 3065. This would have ensured that any final designs of HB 2017 projects incorporate the future of congestion management in the region, and thus are constructed with the reality of demand management applied.
- Second, this bill does not include community workforce or project labor requirements as found in section 38 of the -12 amendment to HB 3065.

Sincerely,

State Representative Tina Kotek
House District 44, North/NE Portland
Speaker of the House